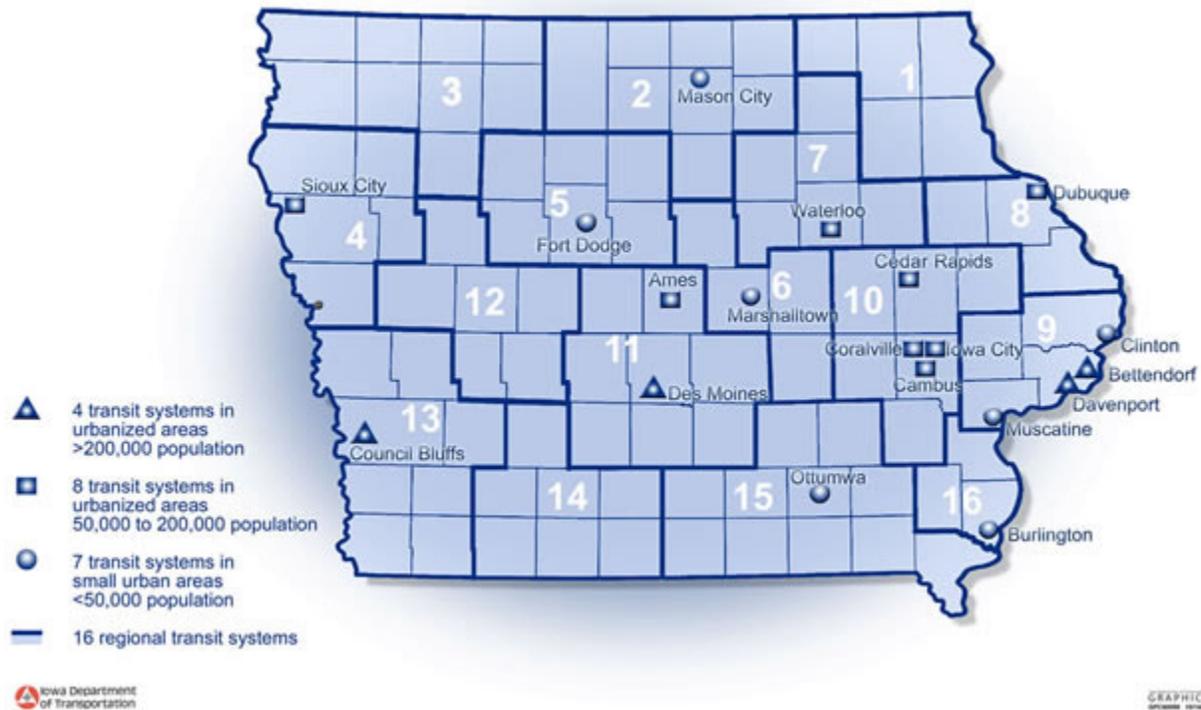


Mass Transit Study Committee
November 14, 2008

Pam Ward, Transit Administrator
Ottumwa Transit Authority
10-15 Regional Transit Agency

Introduction to OTA and 10-15 Transit

Large Urban, Small Urban, and Regional Transit Systems



TRANSIT TODAY...



**OTA / 10-15 Facilities
2417 S. Emma
Ottumwa, Iowa**

And it continues, even today...



Why Are We Here?

- ❖ Increasing Fuel Prices

- ❖ Volatile Economy

- ❖ Ever Increasing Demand

Increasing Fuel Prices

- Ottumwa

- FY 2004 \$56,183 8% of Budget
- FY 2008 \$149,322 16% of Budget

- 10-15 Transit

- FY 2004 \$174,856 16% of Budget
- FY 2008 \$431,714 26% of Budget

And so it continues ...

- Ottumwa
 - FY 2009 (through October) Up \$14,000
- 10-15 Transit
 - FY 2009 (through October) Up \$52,500

Volatile Economy

- State Transit Assistance revenues are declining
 - Revenue projections for the current fiscal year are significantly decreased
 - Projections for FY 2010 are not available, but the forecast is not favorable

Volatile Economy

- Locally, we access the transit tax levy to support our public transit services
 - The ceiling is \$.95 and we are currently making plans to move to \$.85 in FY 2010's budget
 - General fund revenue is usually allocated toward public safety costs: Police and Fire

Volatile Economy

- Federal funding for rural and small urban systems has seen significant increases.
- Investments have included:
 - 3,000 new buses nation-wide
 - Increases for existing projects
 - New services and increased coordination
 - Living wages for transit staff.
 - Offset the lost revenue for Job Access Reverse Commute services.

Job Access Reverse Commute

- This service is specifically designed to get people to their jobs.
- A research study indicates that for every \$1 spent in providing rides to work, \$1.61 to \$1.99 is realized in net economic gain.

Cost Containment

- Priority for Ottumwa and 10-15 Transit
 - OTA and OTA LIFT \$2.92 / ride
 - JARC \$4.62 / ride

Ever-increasing Demand

- Out migration of youth
- Growing elderly population
- Elderly users are “older and more frail”

Ever-increasing Demand

- “... my family has used Transit to transport my husband who was involved in a train accident. For a small fare, they provided rides to his rehab appointments. Without this service, I would have had to quit my job. It would have been a hardship for my whole family.”
- Ottumwa family

Ever-increasing Demand

- “ Our clients accept jobs after routine business hours. JARC has been a tremendous help to individuals with disabilities. However, I do not want to give the impression that all problems are solved.”
- Central Point Coordinator

Ever-increasing Demand

- “Transit serves children attending our Headstart program. Being able to rely on our public transportation provider is an economical and efficient solution to our transportation needs.”
- Southern Iowa Economic Development Association

Ever-increasing Demand

- “Access to jobs outside Ottumwa is a huge need in our rural area. If this was available, we would see more people achieve self-sufficiency and reliable employment.”
- Southern Iowa Economic Development Association

Ever-increasing Demand

- “A recent survey by United Way of Wapello County indicated that 43% of the respondents had problems with transportation. It is critical for meeting their basic needs.”
- United Way of Wapello County

Ever-increasing Demand

- Our residents rely on Transit to get them just about every where they want to go. It's safe and affordable for those of us with low incomes.”
- Residents of Westgate, Southoak, and Camelot Towers

Ever-increasing Demand

- “The partnership between Transit, Ottumwa Housing, and the community as a whole, is further demonstrated by their participation in the Disaster Response efforts during the flood of 2008. We knew we could count on them to move our people to safety if needed.”
- Ottumwa Housing Authority

Ever-increasing Demand

- Ever-increasing demand = ever-increasing costs
- Higher fares = hardship to lower income passengers
- Higher contract rates = reduced services
- Service cuts = vicious downward spiral

Lesson Learned

Opportunities for work

...for play

...for health or safety can be provided to residents.

BUT, if these services cannot be accessed, it is all for naught.

Priorities

- Buses have been the #1 Priority in Iowa for years.
 - 59% or 957 buses are beyond their useful life.
 - Cost to replace = \$110 million

Buses

- Each year, Iowa Public Transit Association works with our federal delegation to get federal funding to replace buses.
 - We have requested \$15 million, and received \$7 million or less annually
 - Federal funds pay about 83% of the cost
 - Local funds pay 17%
- There is no State partnership

Buses



Why Are We Here?

- Increasing Fuel Prices
- Volatile Economy
- Ever Increasing Demand

Our Goals

- Increase in funding for public transportation in Iowa.
- Stable and Growing Funding Source

Thank You

